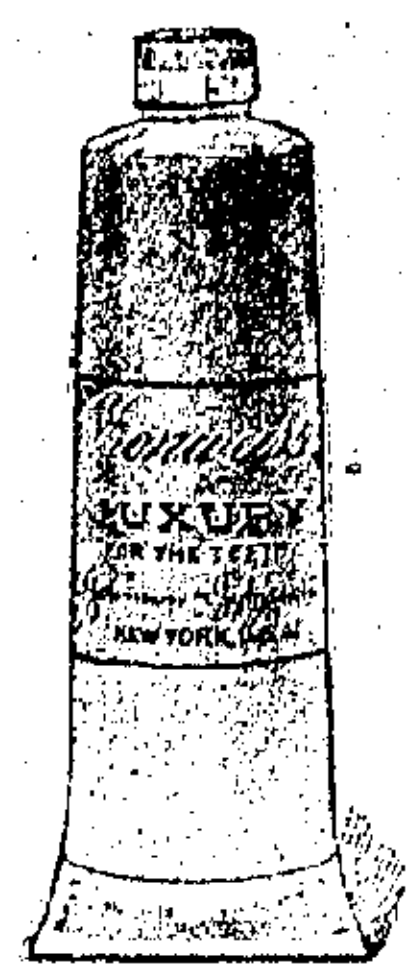


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UNDERMANNING OF NAVAL SHIPS.

Engineering refers to fifty-six vessels in the Royal Navy, not one of which has a commissioned engineer officer on board, the machinery being in charge of warrant officers. Some of these vessels have machinery of small power, two of being less than 1000 horse-power; but some of them have engines indicating 4500 horse-power. These are destroyers—small craft, it is true, but having machinery which calls for the exercise of the highest professional qualities that an engineer can possess. The Admiralty are most certainly wrong in their assumption that there is no distinction between a highly scientific officer and an artificer; and, as we have intimated, in no branch of marine engineering is scientific knowledge more needed than in the management of the engines of torpedo craft. It really comes to this, as the logical outcome of the Admiralty action: These destroyers are either so useless that they can be trusted to incompetent men—in which case they had better be broken up at once—or the artificers are incompetent to look after the machinery and maintain discipline in time of war. If they are competent in destroyers, where the stress is greatest, they are competent in all other vessels. In that case the need for engineer officers does not exist in the Navy. No one, not even the most case-hardened Parliamentarian or the most enured naval official, would think of bringing forward such a view. For our own part, we (*Engineering*) are of opinion that the authorities who put the vessels of the fleet (upon which money is spent whether they are useful or useless) in such a position deserve impeachment for ignorance, stupidity, or something worse. There is almost as long a list of even more fully-powered vessels, going up to 7000 indicated horse-power, in which the engineer officer is below the rank of chief engineer, but is borne in lieu of chief engineer, without receiving the pay of chief engineer. The Admiralty are said to be about to attempt to disguise this mean expedient of saving pay and stopping promotion by making these ships appointments for officers of rank junior to chief engineers. At present, however, instead of creating a sufficient number of chief engineers by promoting them at about twenty-eight to thirty years of age, as is the case with lieutenants and commanders, the Admiralty promote them at about thirty-eight, but appoint them as officers in lieu of chief many years earlier, without giving them the nominal rank or pay of the position which the duties demand. Another still longer list of vessels is given in which the engineer officers in such charge, etc., below the rank of chief engineer but are borne in the Navy List as being in lieu of chief engineers. A large number of the vessels put up to sea have 6000 indicated horse-power. Of course, in all cases there is the often extremely complicated auxiliary machinery common to these ships in addition.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	L.H.P.	Captain.	Last reported at.
Aberystwyth	despatch vessel	1700	—	3000	Comdr. Seymour E. Erskine	Japan
Albatross	battleship, 1st class	12,950	16	13,500	Comdr. Walter Carey	Singapore
Albatross	cruiser, 2nd class	1050	6	1400	Captain J. Martin	Singapore
Argonaut	cruiser, 1st class	4350	10	5000	Captain H. Cherry	Japan
Blanchina	cruiser, 1st class	11,000	16	18,000	Captain F. H. Henderson	Japan
Bramble	gunboat, 1st class	900	12	13,000	Lieut.-Com. F. M. Leake	Taku
Bittern	gunboat, 1st class	710	6	1300		Fuzhou
Cassiope	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tabor	Amoy
Cherub	water tank and tug	300	—	400	Master T. Passmore	Hongkong
Delphinus	cruiser, 2nd class	5600	11	9000	Captain R. H. S. Stokes	Hongkong
Endymion	cruiser, 1st class	7350	13	10,000	Captain W. A. Paget	Hongkong
Exe	g. lt. 3rd class coast defence	353	3	200	Lieut.-Com. Godfrey	Hongkong
Exe	sloop	1070	10	1400	Comdr. Barton	Hongkong
Exe	torpedo boat destroyer	300	6	5000	Fleet Reserve	Wei-hai-wei
Exe	cruiser, 3rd class	1350	12	3500	Comdr. J. Graham	Singapore
Exe	gunboat, 1st class	650	4	800	Lt.-Com. G. B. Peaty-Townall	Hongkong
Exe	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Japan
Exe	torpedo boat destroyer	275	6	4000	Captain Lewis White	Japan
Exe	torpedo boat destroyer	1610	6	4000	Lieut.-Com. G. C. Hardy	Wei-hai-wei
Exe	cruiser, 2nd class	3600	15	5000	Fleet Reserve	Hongkong
Exe	torpedo boat destroyer	280	6	3900	Comdr. H. J. Davison	Hongkong
Exe	river gunboat	180	2	800	Fleet Reserve	Hongkong
Exe	river gunboat	980	10	1400	Lt.-Comdr. G. B. Powell	Hongkong
Exe	battleship, 1st class	12,950	16	13,500	Re-building	Hongkong
Exe	torpedo boat destroyer	350	6	4000	Comdr. C. W. M. Plenderleith	Swatow
Exe	sloop	1015	6	1400	Captain W. G. White	Shanghai
Exe	cruiser, 2nd class	3500	8	7000	Lt.-Com. C. F. Mansel	Nagasaki
Exe	Surveying vessel	835	6	750	Comdr. Harry O. Reynolds	Shanghai
Exe	sloop	980	10	1400	Lt.-Com. Morris H. Smyth	Hongkong
Exe	river gunboat	85	2	240	Com. D. St. A. White	Hongkong
Exe	river gunboat	85	2	240	Lieut.-Com. G. G. Webster	Amoy
Exe	river gunboat	85	2	240	Comdr. G. A. W. Hamilton	Hongkong
Exe	gun-vessel, 2nd class	750	2	870	Lieut.-Com. Murray Lockhart	Hongkong
Exe	torpedo boat destroyer	250	6	4500	Fleet Reserve	Hongkong
Exe	cruiser, 2nd class	5600	11	9000	Captain F. G. Stopford	Nagasaki
Exe	coast defence ship	4550	6	—	Commodore Robinson	Hongkong
Exe	river gunboat	180	2	800	Lt.-Comdr. R. W. Dalgety	Shanghai
Exe	cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Wei-hai-wei
Exe	coast defence gunboat	303	3	200	Temporarily employed surveying	Hongkong
Exe	sloop	980	10	1400	Comdr. Frank H. Leyton	Hongkong
Exe	Surveying ship	920	—	100	Lieut.-Com. W. O. Lyns	Newchwang
Exe	torpedo boat destroyer	280	6	4000	Lt.-Com. C. Mackenzie, D.S.O.	Wei-hai-wei
Exe	coast defence ship, armoured	2750	4	—	Fleet Reserve	Hongkong
Exe	river gunboat	150	2	500	Lieut.-Com. Hugh Somerville	Hankow
Exe	river gunboat	150	2	500	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grouell, C.M.G.

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TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE]
STEAMER ON FIRE.

TAISHAN: BEACHED AT
SINGAPORE,

SINGAPORE, June 12. 2.45 p.m.
Fire broke out on board the steamer
"Latnam" in the Singapore roadstead;
thanks to the efforts of the crew the
fire was confined to the after hold where there
was a cargo of joss sticks.
The steamer was beached eventually.

[REUTERS'S SERVICE.]
THE CORN TAX.
 LONDON, 10th June, 1902.
 An amendment to the Finance Bill
 by Mr F. A. Channing, Liberal Member
 North Hants, to limit the Corn Tax to
 1s. per ear, was rejected by 236 votes to 173.

ALSACE-LORRAINE.
An overwhelming majority in the German Reichstag has passed the Bill abolishing the obnoxious so-called dictatorial clause in the Alsace-Lorraine Constitution.

FATAL FIRE IN LONDON.
LATER
In a fire which occurred at an electric

THE CORN TAX.
The Corn duty clause in the Finance Bill

has been adopted by 279 votes to 173.

THE AUSTRALIAN CRICKETERS IN ENGLAND.
The Australians have beaten Cambridge University by an innings and 183 runs.

NEW DUTCH CABLES.
The Dutch Second Chamber has adopted the Convention with Germany providing for the laying of cables between the Netherlands and Germany.

CORRESPONDENCE.

KCWLOON ROADS.

To the Editor of the "CHINA MAIL."

Kowloon, June 12.

Sir,—Thanks for your remarks about the Kowloon Roads. If General Gascoigne and the Official Members of Council wished for themselves how public money is squandered let them visit Robinson Road, Morrison Road, and Granville Road. The

will not miss Granville Road.—Yours
 PEDESTRIAN.

CHINESE REPRESENTATION IN
 THE LEGISLATIVE COUNCIL.

To the Editor of the 'CHINA MAIL.'

Hongkong, June 12.

SIR,—I am not and never have been a
 private secretary of Mr Fung Wa Chuen.
 I will your anonymous correspondence
 'Yee To Tsung,' please take note of this
 I am at a loss to understand why you

MUSIC WITHOUT CHARMS!
To the Editor of the 'CHINA MAIL'.
Kowloon, June 12.
SIR,—Many of the Residents of Kowloon kept awake till 1.15 a.m. this morning

the strains of a military band, and would be greatly obliged if you will insert it in a valuable paper as a protest against the same occurring.

Yours, etc.,

J. C. F. J. is quoted, such charges as the like the savage breast, but from which he said by many that were kept awake by were breasts that were not soothing the military band in question.

As you are probably aware, most of the early days are business men who retire to their occupations enjoin upon a to be early rising, and the cannot their military brethren, recuperate their waking day for the rest they lose by asking you in anticipation.—Yours,

RESIDENT.

Greece and the Philippines.

The following telegram is dated London 16:—It has transpired that when the Anglo-American treaty was pending Mr. Andrew Carnegie, the American millionaire manufacturer, offered the late President of the United States (Mr W. McKim) \$500,000 to purchase the Philippines. The President was authorised to grant the offer on their independence. The offer

ANGELS are made in Heaven,' said the maternal maiden. 'I guess that's true, but the lady whose bang proclaimed a risianlaric origin; 'but, thank Heaven, they are unmade in Chicago.'

SPRAINS

Are often more serious than broken bones on account of not being propagated. Apply Chamberlain's Pain-Expectorant as soon as the injury is received and it will quickly restore the parts to a

